

Recent Changes Affecting Growth Assumptions

**County of Kauai
Planning Department**

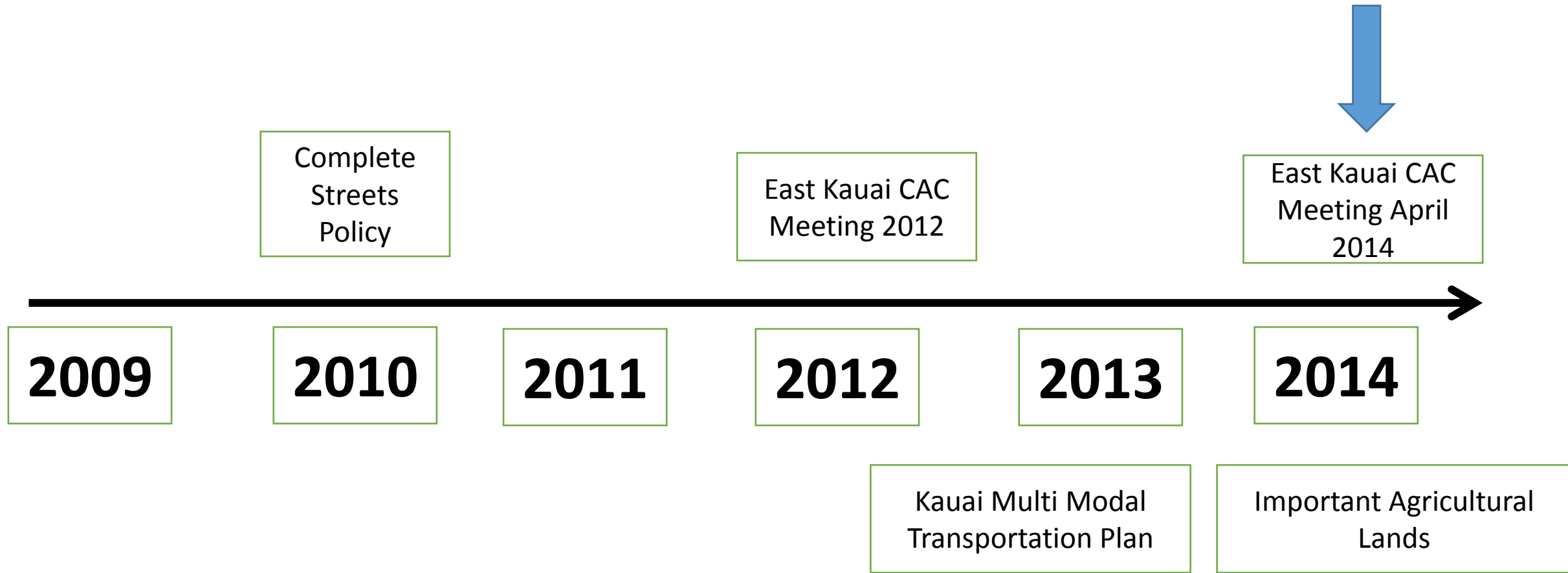
Updated Projections

	2009 Draft EKCP	2014 Update
Demographic Analysis		
Population (2010)	19,646 (2005)	20,992
Population (2035)	23,640 – 26,000 (2030)	25,110
Population Δ	4,000 – 6,400	4,118
Housing Units (2010)	7,580 (2006)	9,165
Housing Units (2035)	8,980 – 9,760	10,428
Housing Units Δ	1,400 – 2,300 (2030)	1,263
Build-out Analysis		
Planned Projects (50%)	-500	-210
Urban Buildout (35%)	-360	-360
Ag/Open Buildout (35%)	-520	-350
Total Likely Buildout	-1380	-920
Needed Housing Units	20 - 920	343

Status of Planned Projects

TABLE 5-7				
Timeframe	Developer	Project	Units	Market
Short-term	DHHL	Anahola Residence, Unit 6	181 (100)	Hawn. Ancestry
	Andy Friend	Kealia Mauka	190	Market ag./single-family
	Kapa'a 382 LLC	Kulana	110	Market single-family
	3-Stooges, Inc.	Kapa'a Highlands	55	Market single-family
Sub-total Short-Term			618	
Mid-term	DHHL	Wailua, Phase 1	200	Hawn. Ancestry
	County/private	Hundley Heights MF	30	Workforce rentals/leasehold
	County/private	Mahelona MF	50	Workforce rentals/leasehold
	County/private	Kaapuni Lots	49	Workforce rentals/leasehold
	County/private	Kapaa Baseyard MF	40	Elderly rentals
Sub-total Mid-Term			369	
Long-term	Andy Friend	Kealia Affordable	90	Workforce single-family
Sub-total Long-Term			90	
Total			995 (410)	

2009-Present County Policy Changes



2010 -- Complete Streets Policy



September 2010
Complete Streets
Resolution Passed



July 2013
Complete Streets Bill
Passed

What are “Complete Streets”?

- Equal consideration of all transportation modes in roadway projects.
- Enhances transportation choice.
- Necessary for certain groups to have access: youth, elderly, and disabled.
- Environmental, health, and public safety benefits.



Kaua'i's Need for Complete Streets

Vehicle Miles Travelled have skyrocketed since 2000.

- **VMT increased by 147.5 million miles between 1990 and 2009.**

Our roadway capacity is not increasing rapidly.

- **Roadways increased just 19 miles, from 396 to 415 miles, between 1990 and 2009.**

We are increasingly reliant on SOV travel.

- **In 2008, automobile use accounted for almost 95% of all trips while transit, walking, and cycling accounted for just 2.38%.**

Sources: Hawai'i State Department of Transportation, U.S. Department of Housing and Urban Development

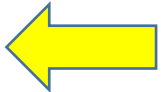
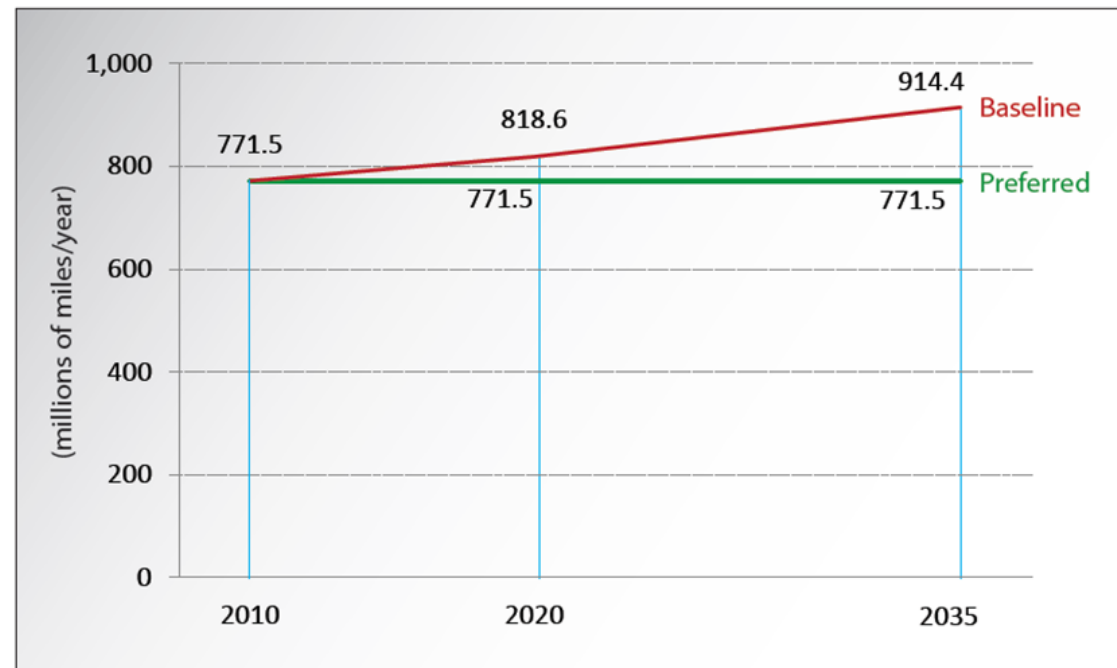
2013 -- Kaua'i's Multimodal Land Transportation Plan

Kaua'i Multimodal Land Transportation Plan



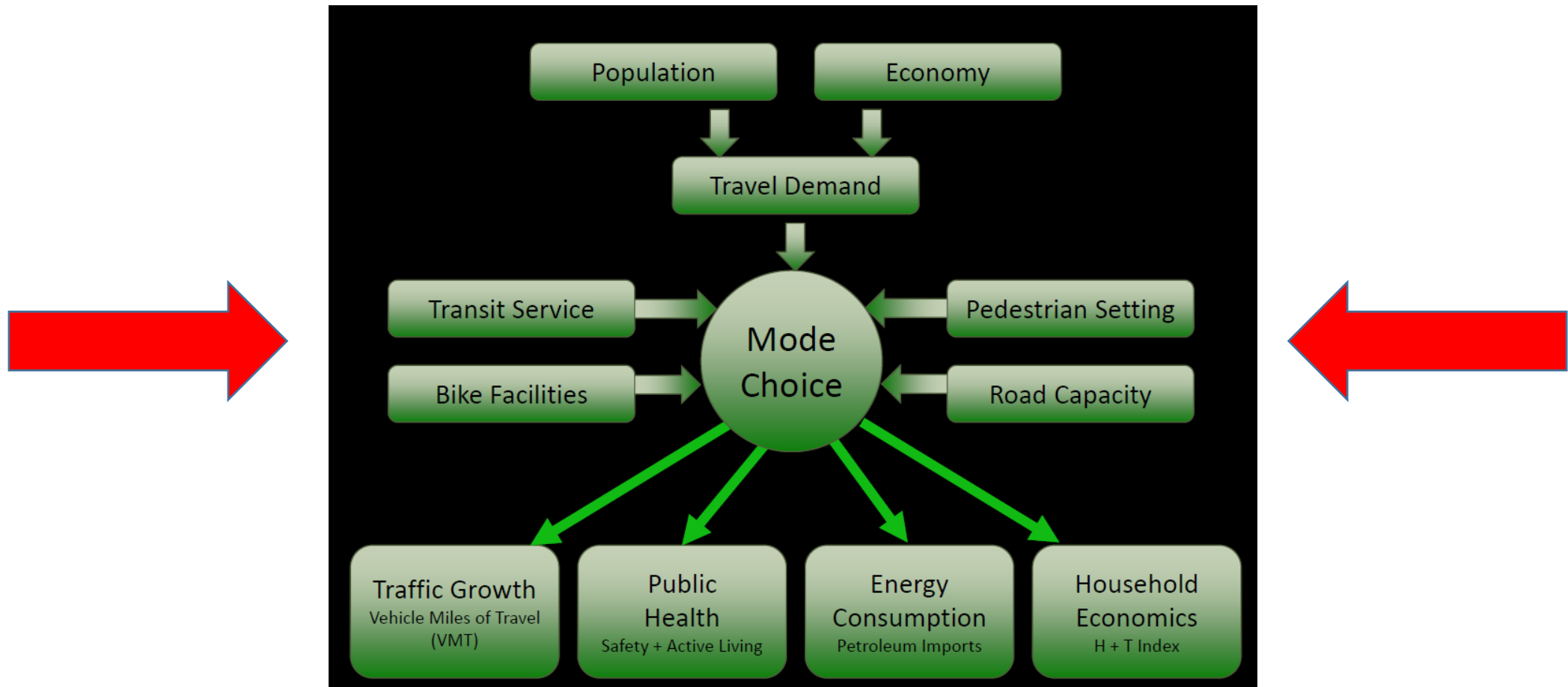
PLANNING FOR A SUSTAINABLE TRANSPORTATION SYSTEM
IN KAUAI COUNTY THROUGH 2035

Annual VMT (Vehicle Miles Traveled)



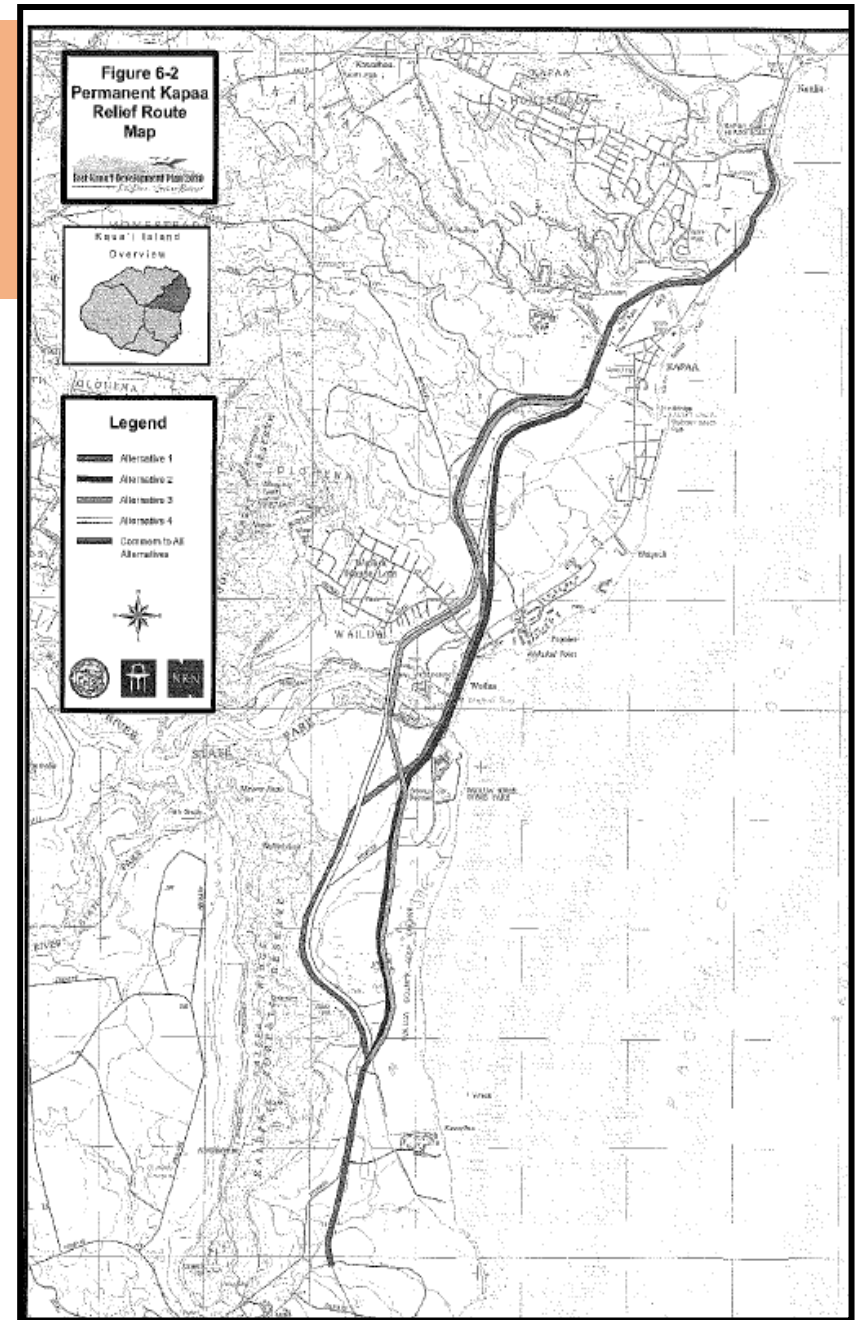
Consultant:
Jim Charlier
Charlier Associates

Accommodating Growth via Mode Shift

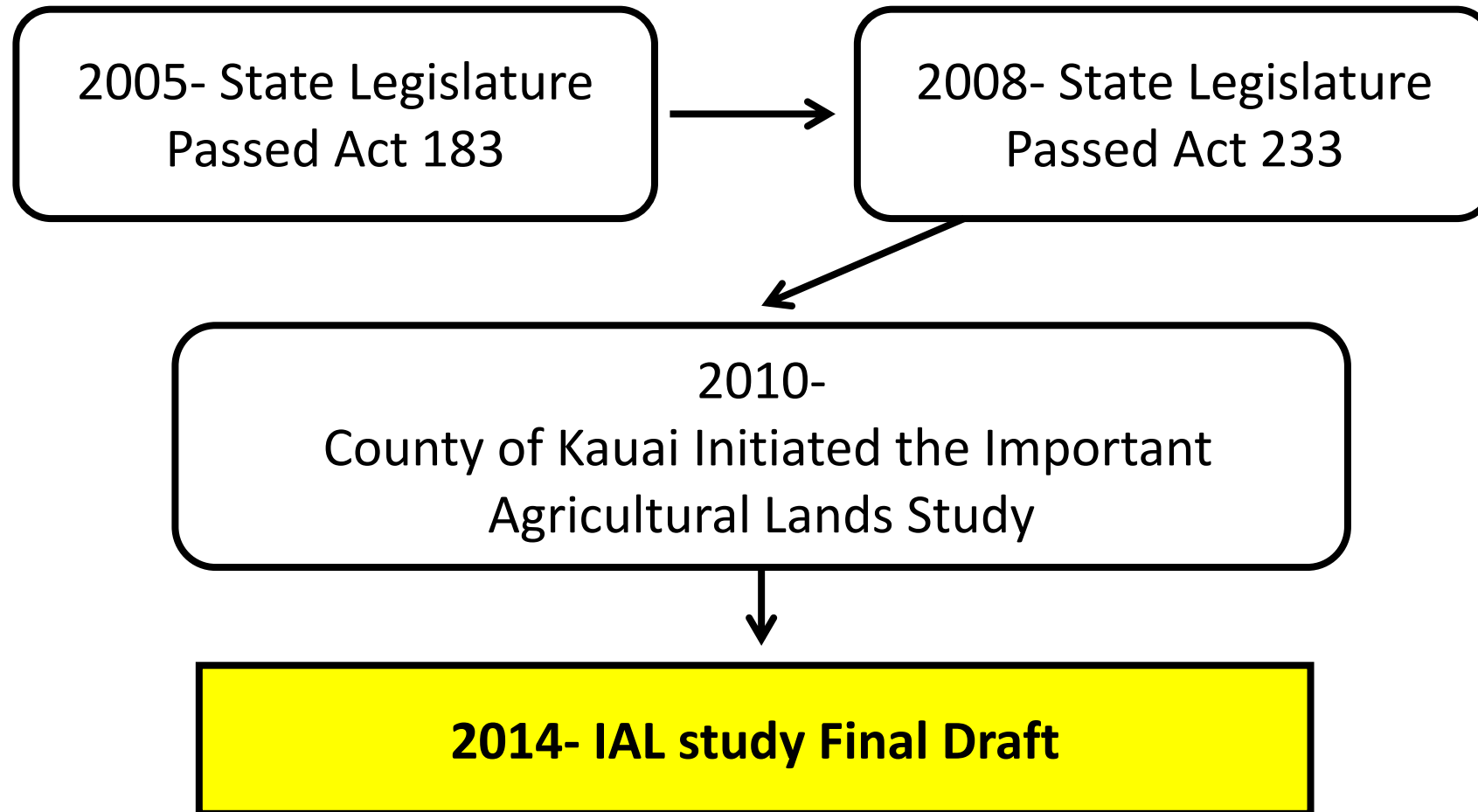


2014 -- Status of Kapaa Relief Route

- Environmental Study is underway
- Projected Cost= \$ 600 Million in FY 2011 (\$)
Source: Federal Aid Highway System Transportation Plan 2035
- Hopeful Solutions
 - June 2014- DOT study to begin
 - Will look at traffic mitigation measures, proposed route alignments, and projected cost estimates.
 - Looking at County/ State Projects
 - Pouli Road, Panihi Road, Olohena Road



2014 -- Draft Important Agricultural Lands Study (IAL)



2009 Draft Plan

Directed Growth Scenario = 1,300 housing units (non-infill)

1. Highlands Rezone (97 acres)

- Plan supported landowner's conceptual plan
 - Approximately 800 housing units

2. Midler Trust Lands Designation to UC (132-156 acres)

- Mixed Use Residential (25 acres)
- Residential (R-4, R-6) (31 acres)
- Commercial & Industrial (20 – 54 acres)
- Public Facilities (56 acres)
 - Approximately 500 housing units